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*Railway Problems.* Edited by WILLIAM Z. RIPLEY. Revised edition. Boston: Ginn & Co., 1913. 8vo, pp. xxxiv+830. \$2.50.

This collection of reprints is based on the admirable edition published in 1907. The editor has thoroughly recast the original work in response to two demands. The first is created by the swift progress of legislative and economic events which has rendered the old collection obsolete; the second arises from the rapid development of the various branches of railway economics. Some chapters which formerly had a place in a general volume have been transferred to special treatises in particular fields; others, like Taussig's classic theory of rates, are now embodied in the editor's *Railroads: Rates and Regulation*.

To take the place of these omissions the editor introduces in this edition the account of early American conditions from Pearson's *American Railroad Builder*, which he deems of such importance as to warrant its appearance in a form that is readily accessible to the student; some recent decisive opinions of the Interstate Commerce Commission; and Theodore Brent's article on the intricacies of rate-making. The latest legal developments are set forth in Stuart Daggett's article on the Union Pacific-Southern Pacific Merger dissolution, Alton D. Adams' study of "Reasonable Rates," and Francis J. Swayze's discussion of the "Regulation of Railway Rates." Smalley's account of the doctrine of judicial review, and B. H. Meyer's chapter on the Northern Securities Company are retained from the earlier edition.

In view of the growing popularity of the case-book method in various college courses in economics, this revised edition is assured of a favorable reception by students and teachers of transportation problems.

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*Scientific Tariff Making.* By HENRY TARLETON WILLS. New York: Blanchard Press, 1913. 8vo, pp. 332. \$1.00.

The subtitle of the book is "A History of the Movement to Create a Tariff Commission," and this explains the real subject of the volume. Anyone desirous of learning about the recent campaign of the National Tariff Commission Association for the establishment of a permanent tariff commission can find plenty of material in its original and undigested form together with the complete proceedings of the convention of the association, held at Washington, D.C., January, 1911. Unfortunately little attempt has been made carefully to organize, analyze, and summarize the material, and the difficulty of using it has been further increased by the failure to include either an index or a table of contents.

The arguments here advanced in favor of the permanent tariff commission are the usual ones. The present method of fixing the tariff through congressional committees, the members of which are, for the most part, either inexperienced in the matter or ignorant of the subject, produces "inequalities" which are "unnecessary, unjust, and harmful." This "crude" and "unscientific"